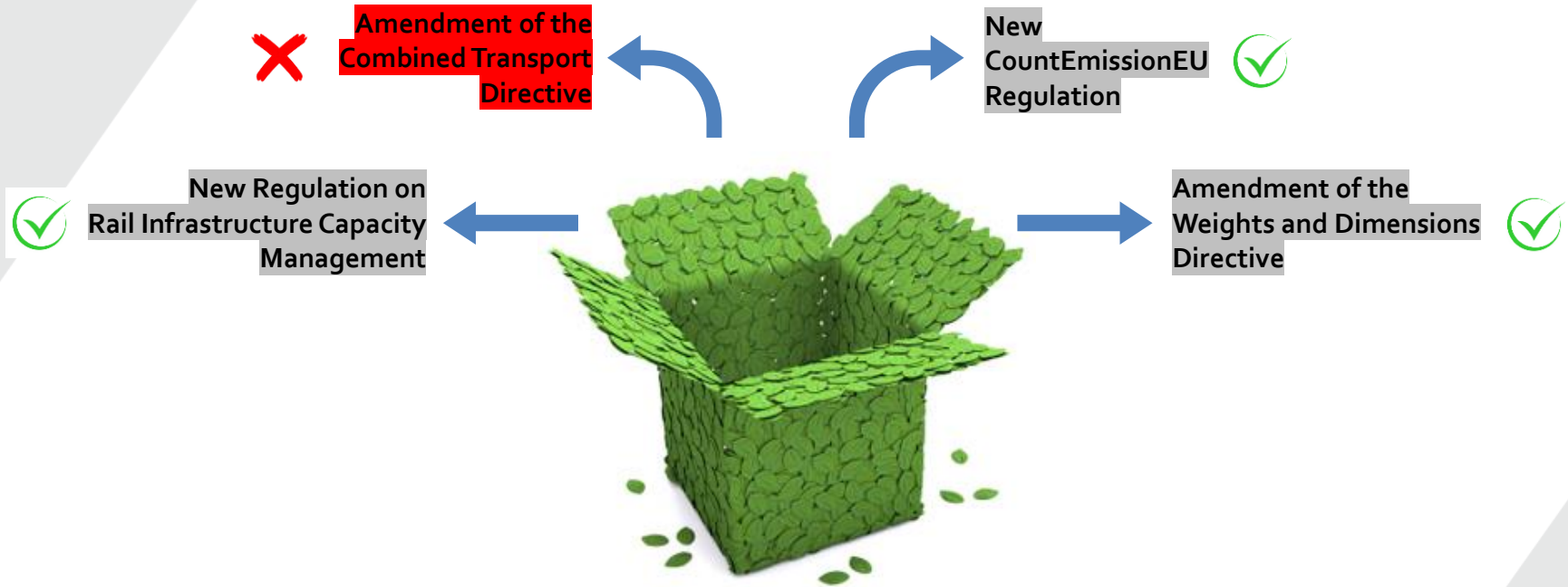




50th IBS CONGRESS

THE GREENING FREIGHT PACKAGE

LEGISLATIVE ACTION: the Greening Freight Package



Greening Freight Package: overall objectives

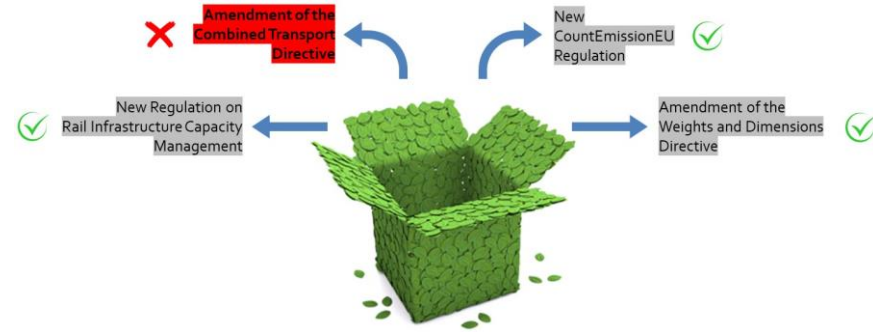
Policy objectives:

- decarbonisation of European freight transport
- zero pollution (air quality + noise)
- boost energy efficiency
- boost interoperability
- boost operating efficiency of road transport
- equivalence between CT road legs and road transport on cross-border relations
- technology neutrality
- promotion of intermodal freight transportation
- + fossil fuel decoupling
- + reduced road-degradation, less road-congestion and fewer road-accidents
- + long-distance truck driver shortage

■ **Combined Transport** delivers on every policy objective in an efficient, affordable, industrial-scale and low-risk way

PRINCIPLES TO BE UPHELD THROUGHOUT THE PACKAGE

- interoperability and technology neutrality
- the long-distance low-density cargo segment can not be protected for road transport – this is the largest source for modal shift



Greening Freight Package: Rail Infrastructure Capacity Management Regulation



- **Complicated new structure:**
 - ENIM + Network Coordinator
 - ENRRB (regulatory oversight)
 - Review Board (to assist COM)
- **Legislation delegated:**
 - Rules should be adopted by ENIM - COM delegated acts only if needed
 - European framework inadequately defined in the EU legislation – too big room for ENIM to invent rules
- **SUGGESTED CHANGES – UIRR AMENDMENTS**
 - European train categories and their hierarchy for timetabling, for TCR bypass and to guide traffic management
 - Minimum train length on “highly utilised”/“congested” lines: 200m-long trains (?or longer?)
 - RNE handbook process + non-rail modes to be considered by IMs during TCR bypass capacity allocation
 - Deadlines: do everything as soon as feasible – support ERFA position

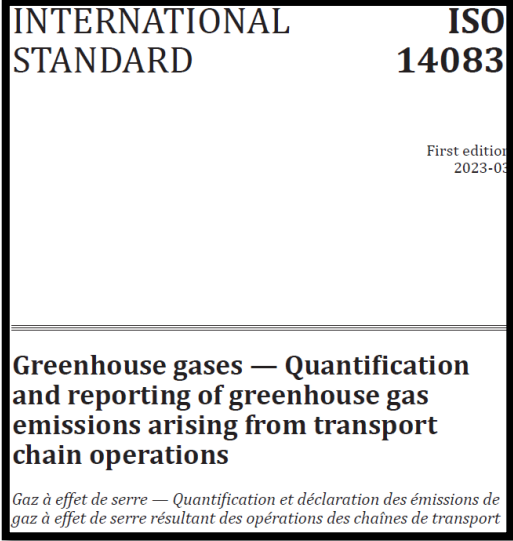
Greening Freight Package: Weights and Dimensions Directive amendment

- **Declared objectives:** decarbonisation/efficiency and promotion of intermodal
- **“Decarbonisation”/“efficiency”** = +2 tonnes of weight for batteries, undefined gigaliners and 44-tonne gross vehicle weight across EU borders
- **“Intermodal”** = 48-tonne GVW including semi-trailers, +30cm HQ containers, definition from amended CTD
- **EVALULATION:** superficial distractions to enable gigaliners – even at the cost of further fragmentation of the single market – and to allow 44-tonne GVW across borders; the proposal breaches the principle of *“technology neutrality”* while *“interoperability”* requirements are missing
- **SUGGESTED CHANGES – UIRR AMENDMENTS:**
 - *interoperability* must be required (in the related type approval regulation amendment)
 - *gigaliner* sizes should be defined including number of tractor axles on 44t GVW combos
 - *Freight Transport Information Portal* should be produced by the European Commission



Greening Freight Package: CountEmissionEU Regulation

- Well-to-wheel basis following the ISO14083 standard
- Optional to use, but if declaring carbon footprint then only according to single ISO14083-compliant methodology
- UIRR AMENDMENT : should be mandatory for transport-chains longer than 300-400-500km
- ADDITIONALLY: (mandatory) labelling of transport-chains



Greening Freight Package: Combined Transport Directive amendment



UIRR intelligence information on main content-elements and scope

- **New definition:** using a calculator that compares the proposed door-to-door intermodal service with its road-only alternatives in terms of CO₂ emissions and other externalities – if the intermodal service exceeds the road-only by a certain percentage (e.g. 30%) than it qualifies as “Combined Transport”
- **Implementation:** fully digital – based on the eFTI Regulation – not causing extra administrative burden
- **Enforcement:** using the “Smart Tachographs” that should begin appearing from September 2023
- **Menu-card of compensatory state aid measures:** financial and non-financial in nature
- **Terminal development assistance:** unclear if it will come
- **Transportation Information Portal:** to transparently inform of Member State rules and state aid measures



Ongoing EU legislative initiatives: several will impact Combined Transport



IN LEGISLATIVE PHASE

TEN-T Regulation (amendment): in trilogue phase – several concepts in favour of rail freight – deadlines too far out – freight-related infrastructure KPIs remain (border crossing, punctuality)

Energy Taxation Directive (amendment): valorisation of minimum fuel taxes levied on fossil fuels (presently most Member States apply the minimum) – proportionality of the tax level to the energy content of the fuel

Greening Freight Package: the CT Directive amendment proposal is not expected before the end of September



IN IMPLEMENTATION PHASE

Eurovignette Directive: road tolling to reflect every category of externalities (i.e. congestion, accidents, pollution, noise) + genuine user-pays principle – congestion surcharge – funding earmarking






Electronic Freight Transport Information Regulation: digitization of data that accompanies a freight transport operation and separation of the data-flow into the cloud – significant cost saving and simplification for Combined Transport – prerequisite to the new CT definition

Smart Tachograph Regulation: enforcement tool to allow authorities to check tachograph data and more without stopping the vehicle

Mobility Package: working conditions and minimum salary levels for truck drivers – mandatory return of trucks to home country

Legislative and implementation schedule: timing for the next 30 months

A challenging and historic 30 months are ahead of the European land freight transportation sector.

| Title | 2023 | | | | 2024 | | | | | | | | | | | | 2025 | | | | | | | | | | | | |
|--|-----------------|---|---------|-----|------|---|-----|-----|-----|---------|-----|-----|-----|---|-----|-----|------|--------|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|--|
| | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | |
| TEN-T Regulation | trialogue phase | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | final vote | | | | | | █ | █ | | | | | | | | | | | | | | | | | | | | | |
| | EUOJ | | | | | | | | | | | | | █ | █ | █ | | | | | | | | | | | | | |
| Energy Taxation Directive | ?consideration | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ?withdrawal | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GFP - Capacity Regulation | consideration | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | first reading | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GFP - CTD, WDD, CountEmission | consideration | █ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | first reading | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Presidency > | SPAIN |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | BELGIUM | | |  | | | | | | | | | | | | | | | | | | | | | | | |
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| Implementation deadlines | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eurovignette / eurotolling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mobility Package | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MP-related ECJ decision | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Smart Tachograph Regulation (delayed by MS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Electronic Freight Transport Information Regulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



THANK YOU
For your attention